
DESCRIPTION

SAFE SEAT IN A MOTOR VEHICLE

5 Field of the Invention

The present invention relates to a seat in a motor vehicle, and particularly to an anti-crash safe seat in a motor vehicle, which prevents a driver and/or a passenger on the front seats from being injured during occasion of a collision.

10 Background of the Invention

At the present, there are many methods to protect a driver and/or a passenger on the front seats when during occasion of a collision of a motor vehicle. The Renault of France make honeycomb style bumper to absorb energy. Typically, safety belt and air bag are provided in the motor vehicle. If the safety devices for the motor vehicle are perfect, the casualty of the drivers and/or passengers should be little or even no casualty during occasion of a collision. However, based on the statistical data, in every three minutes, one person losses his life during occasion of a collision of a motor vehicle throughout the world. There are also more than 200 persons loss their lives during collision of motor vehicles, in which most of them are the drivers and/or passengers. All the above-mentioned prove there are defects in the safety devices for the motor vehicle by far.

20 After studying carefully, it has been found followings are the main reasons for the casualty of the drivers and/or passengers: 1. The drivers and/or passengers are injured directly by a crush of a deformed steering wheel, an deformed instrument panel and the deformed cab; and 2. The injured can not be carried out of the cab, so the rescue time is missed. Therefore, US patent No.5344204A issued to inventor, Liu Yunzhao, disclosed a novel safe seat for a driver. When the motor vehicle is
25 collide, the seat and the driver can move backwards together to avoid or reduce the injury to the driver caused by a crush of a steering wheel, an deformed instrument panel and so on.

Then, the Chinese patent application 96102201.9 filed on January 22, 1996 and entitled "Safety Seat in the Front of a Motor Vehicle" and the Chinese patent application 96112075.4 filed on November 5, 1996 and entitled "Multifunctional Safety Seat in the Front of a Motor Vehicle"
30 disclosed the improvements to the above US patent. Each of the above-mentioned documents are hereby incorporated by reference.

After making a 130,000 km road test and a real car collision, the inventor found there were following defects in the above-mentioned safe seat in the front of the motor vehicle: At first, the ability of the small bearings that can endure the pressure radially is small and the outer rings often
35 break; however, the conventional roller bearings that can endure high pressure can not be adapted to the cars, because its inner and outer rings have too large diameters and they cause the seat has a

too large bulk and a too heavy weight. Secondly, when the test car only ran to more than 30,000 km, the rails of the seat is accumulated dust, oil stain and rust, so the bearings are not allowed to move in the rails whose height is 0.03-0.08mm normalized tolerance more than the bearings. Thirdly, because the reinforcing support can not rotate, when the motor vehicle is collided in a high speed, the reinforcing support will be locked by the regulate plate and the rails of the seat and the front shaft deform, so the lock pin for locking the seat can not be released. And fourthly, when such a seat is mounted in a car, the rails thereof will bring inconvenience to the passengers in the back seats.

Summary of the Invention

One of the objects of the invention is to overcome the defects of the prior art and provide a kind of anti-crash safe seat in a motor vehicle, in which a driver and/or a passenger can move backwards more securely when the motor vehicle is collided.

The anti-crash safe seat in a motor vehicle according to the present invention, comprising: an backrest, a device that regulates a comfortable driving (or comfortable riding) distance between a seat and a steering wheel and a distance between a driver and an instrument panel, and a safety belt; wherein said seat further comprising: a fixed frame fixedly connected to a floor of a cab of the motor vehicle, the longitudinal direction of the fixed frame being same to that of the motor vehicle, wherein said fixed frame comprising: a front energy-absorbing buffer band, an energy-absorbing plat provided on the top surface thereof, energy-absorbing bearings provided on the front end thereof, a pin hole provided in one front side thereof, two rails parallel each other formed in both sides thereof without a closing plate on the back end thereof, a iron plate for limiting the distance that the seat can displace backwards and for reinforcing the fixed frame, and an energy-absorbing device provided on the back part of the fixed frame; a movable bracket provided movably on the fixed frame, the backrest mounted above the movable bracket, wherein the top surface of the movable bracket is supported on the energy-absorbing bearings, a metal sleeve for positioning the lock pin being provided on the front side thereof in the position corresponding to said pin hole, as well as front and back shaft holes spaced each other provided in both sides thereof in the positions corresponding to the two rails of the fixed frame; a front shaft and a back shaft passing through the shaft holds in said movable bracket and positioned in the rails of the fixed frame, inner bearings of the front shaft provided on the front shaft for contacting with the upper surface of the rails, and two inner bearings of the back shaft provided on the back shaft for being supported by the lower surface of the rails; and a seat control system provided on the front part on one outside of the movable bracket, the control system locking the movable bracket having the backrest to the fixed frame by the lock pin passing through said metal sleeve and pin hole, so as to lock the seat; and releasing the seat by making said lock pin out of said pin hole.

The seat control system according to the present invention further comprises: an electromagnetic controller whose axial orientation is same to the longitudinal direction of the motor

vehicle, a manually operated control hammer and a metal block for controlling the pin lock. A moveable sucker is provided in said electromagnetic controller. One end in the axial direction of the movable sucker that is sheathed by a reset spring is connected to said manually operated control hammer, the other end in the axial direction thereof is connected to one end of the metal block, and
5 the other end thereof has a notch, one big end of the lock pin inserted into said pin hole and metal sleeve is sheathed by a reset spring, and the other small end thereof has a flange for supporting the reset spring. In the condition that the seat is locked, the small end of the lock pin is sustained against by one side (no bearings are provided thereon) of the metal block, the tip end of the big end of the lock pin that has a smaller diameter is pressed into the pin hole in one side of said fixed frame
10 by the effects of the bearing whose one side is positioned opposed to the side of the metal block and the housing wall of the control system. In the condition that the seat is released, the metal block for controlling the lock pin moves along the longitudinal direction of the motor vehicle relative to the lock pin under the effect of the electromagnetic controller and the inertia of the manually operated control hammer and of the metal block or under the effect of the manually operated control hammer
15 directly until the small end of the lock pin entering into the notch in the other end of the metal block, and at the time the lock pin is out from said pin hole by the reset spring.

Preferably, a step is provided on the big end of the lock pin for preventing from being jammed in the metal sleeve for positioning the lock pin and said pin hole.

Preferably, the metal sleeve for mounting the lock pin is a combination of two coaxial steel
20 pipes with different inner diameters. Owing to the technical requirement, the maximum value of the length of the portion of the metal sleeve that is embedded in the front side of the moveable bracket is equal to the thickness of the side of the moveable bracket; the length of the portion of the metal sleeve that has a small diameter is larger than the thickness of the side of the moveable bracket, and the diameter of the portion is slightly larger than that of the lock pin, while it is smaller than that of
25 the reset spring sheathing on the lock pin; the length of the portion of the metal sleeve that has a big diameter is smaller than the that of the portion having a small diameter; the diameter of the portion of the metal sleeve that has a big diameter is larger than the outer diameter of the reset spring sheathing on the lock pin, and the reset spring for the lock pin is provided in the portion of the metal sleeve that has a big diameter and abut against the step wall locating the intersection of the portions.

30 Preferably, said back shaft further comprises two outer energy-absorbing bearings provided outside of the rails, the energy-absorbing device comprises energy-absorbing racks provided on both sides of the moveable bracket and energy-absorbing nails contacting with the top portion of the energy-absorbing bearings of the back shaft.

Preferably, the outer energy-absorbing bearings of said back shaft can be big bearings that
35 can endure high pressure, the rest of the energy-absorbing bearings are compression resistant, small roller bearings, in which the materials of the inner and outer rings of the small roller bearings are

different from those of the conventional ones, the width of the outer ring of the roller bearings is wider than that of the conventional one, the length of the roller bearings is longer than that of the conventional one, the maximum value of the width of the outer ring of the roller bearings is 1.5 times of that of the conventional one, the maximum value of the length of the outer ring of the roller bearings is 1.5 times of that of the conventional one, and the width of the inner rings is larger than that of the outer rings.

Preferably, a middle hole is further provided between the hole for the front shaft and the one for the back shaft on both sides of the moveable bracket, and a middle shaft with two bearings is provided in the rails of the fixed frame by passing through said middle holes in order to keep said front and middle shafts in the rails after the back shaft is moved out from the rails.

Preferably, a closing plate is provided on the back end of the two rails in the fixed frame to protect the back shaft from being moved out from the rails.

Preferably, the outer diameter of the outer energy-absorbing bearings of the back shaft is larger than that of the coaxial inner bearings.

Preferably, the energy-absorbing device on the back part of the moveable bracket comprises energy-absorbing racks on both sides of the moveable bracket, one energy-absorbing plate positioned on the top surface on the back part of the moveable bracket and energy-absorbing nails for connecting the energy-absorbing plate to both sides of the energy-absorbing racks, in which the hardness of the moveable bracket is stronger than that of the energy-absorbing plate.

Preferably, said lock pin has a substantially square shape, and the length of any one of its edges is longer than the diameter of the big end.

Preferably, the difference between the height of the two rails parallel each other in the moveable bracket and the diameter of the outer ring of the inner bearings for the front or the back shaft moving in the rails is larger than the normalized value that is required by normal mechanical movement, and the maximum value of the difference is 10mm.

Preferably, the energy-absorbing rack consists of a thin channel section steel and cover plate fixed on one end thereof, and one end of the cover plate has a notch for the movement of the energy-absorbing nail.

Preferably, in said seat control system, the metal block for controlling the lock pin becomes the metal block by increasing its weight, the end of the metal block has a notch for the movement of the small end of the lock pin along the longitudinal direction, the manually operated control hammer becomes the manually operated control hammer by increasing its weight, a spring is provided additionally for resetting the metal block to its original position, a handle of the manually operated control hammer with a increased weight after being sheathed the spring for resetting the metal block to its original position is connected to one end of the metal block without the notch for controlling the lock pin with a increased weight along the longitudinal direction, and when being

mounted, the longitudinal direction of the metal block with the manually operated control hammer is same to the longitudinal direction, i.e. the direction of the head of the motor vehicle of the motor vehicle, so the electromagnetic controller is not necessary.

5 The operation process of the anti-crash safe seat in a motor vehicle according to the present invention is realized by followings: the side plates having pin holes with a filleted rectangular cross-section, the energy-absorbing plates provided along the horizontal direction, the front metal energy-absorbing stop plate, the energy-absorbing racks provided in the back part, and the two rails parallel each other are mounted in the fixed frame of the seat. The fixed frame is fixed on the floor of the cab of the motor vehicle. The longitudinal direction of the floor is same to that of the motor
10 vehicle.

The seat control system, the metal sleeve for positioning the lock pin, the front shaft with bearings, the back shaft with bearings, the backrest and so on are provided on the moveable bracket of the seat. The moveable bracket is provided in the two rails parallel each other in the fixed frame by shafts and nuts.

15 The big end of the lock pin is inserted into the pin hole with a filleted rectangular cross-section in the fixed frame from the metal sleeve on the moveable bracket. Under the effects of the reset spring of the moveable sucker, the metal block that is integrally connected to the manually operated control hammer and movable sucker lock the lock pin, that is to lock the seat. When the motor vehicle is collided, the kinetic energy of the original seat might destroy the rails badly, so the
20 energy must be absorbed. We can know from the law of conservation of energy: the front metal energy-absorbing stop plate of the fixed frame and the buffer band provided between the stop plate and the moveable bracket can absorb a part of the kinetic energy of the seat and transform a part of the kinetic energy into the elastic potential energy.

In the normal condition, the lower surface of the front part of the moveable bracket is pressed
25 directly in the energy-absorbing bearings (the inner bearings for the front shaft does not contact with the lower rail portions, while contacting with the upper rail portions) above the energy-absorbing plate of the fixed frame, and the outer energy-absorbing bearings for the back shaft is also pressed by the energy-absorbing nails of the back energy-absorbing rack, so the stability of the seat is guaranteed. As a result, the bearings under the load comprising: the inner bearings for the
30 back shaft that contacts with the lower rail surface and the energy-absorbing bearings above the energy-absorbing plate on the fixed frame.

When the motor vehicle is collided, owing to the effects of the backrest and so on, the back part of the movable bracket is subjected to a force inclined upwards and the front part thereof is subjected to a force inclined downwards. The components under the force in the back are: the outer
35 energy-absorbing bearings for the back shaft, the back energy-absorbing racks on both sides of the fixed frame and the energy-absorbing nails on the racks. The components under the force in the

front are: the metal stop plate on the front end of the fixed frame, the upper energy-absorbing plate, the energy-absorbing bearings on the plate and the front portion of the moveable bracket. Because the moveable bracket is harder than the energy-absorbing plate of the fixed frame, the energy-absorbing plate and so on will deform, in order to absorb some kinetic energy of the seat and transform a part of the kinetic energy into the elastic potential energy of the energy-absorbing plate and the metal stop plate on the front end of the fixed frame. At this time, the bearings on the front shaft is away from the upper rail portion and contact with the lower rail portion. In the similar way, the back energy-absorbing racks on both sides of the fixed frame and so on deform slightly under the effects of the energy-absorbing nails and absorb the energy.

When the motor vehicle is collided and a certain strength is arrived, the automatic contactor mounted on the motor vehicle is actuated, and the electromagnetic controller of the seat control system is turned on. Owing to the inertia, the seat will rush ahead, and the lock pin will move forwards slightly to depart off the fixed back wall of a filleted rectangular pin hole follow the moveable bracket. However, any edge of the cross-section of the pin hole is larger than the diameter of the lock pin, so the lock pin does not contact with the pin hole again. As a result, the seat can not apply an inertia force to the lock pin. The movable sucker is effected by a electromagnetic force F whose direction is same to the direction of the movement of the motor vehicle before the collision (because the axial direction of the electromagnetic controller is same to the longitudinal direction of the motor vehicle), because there is current flowing through the coil of the electromagnetic controller. In addition, because the manually operated control hammer, the moveable sucker and the metal block for controlling the lock pin are integrally connected together, they will effected by a large inertia force F' whose direction is same to the direction of the movement of the motor vehicle before the collision (that is, the direction of the electromagnetic force F). Under the two forces that have same direction, the metal block and so on move along the axial direction of the electromagnetic controller. When the metal block moves to such a position that the notch for the movement of the small end of the lock pin is align with the small end of the lock pin, the lock pin will move outwards under the effect of the spring and release the seat.

In addition, when the motor vehicle is collided, a driver and/or a passenger will move forwards and stop due to the effect of the safety belt. Also we can know from the law of conservation of energy: the safety belt, the portion where the driver and/or the passenger contacts with the safety belt, and some portions like this occur a certain deformation and absorb energy, and a part of the kinetic energy of the driver and/or the passenger is transformed into the elastic potential energy of the safety belt and so on. When the inertia force reduces to a certain degree, the driver and/or the passenger will be pushed backwards under the effect of the elastic force of the safety belt, that is, the elastic potential energy of the safety belt is transformed into the kinetic energy of the driver and/or the passenger. In a similar way, the seat will move backwards under the

effects of the elastic force of the front energy-absorbing metal stop plate. As a result, the speed of the driver and/or the passenger is close to that of the seat. Finally, the driver and/or the passenger still sit on the seat. In the end, the aim for protecting the driver and/or passenger from being crushed is achieve.

5 Comparative to the prior art, the present invention has the following substantive features and improvements:

1. Comparative to the prior art, the present invention is further designed to have a buffer band, a horizontal energy-absorbing plate (relatively thin iron plate), energy-absorbing bearings, a energy-absorbing rack, energy-absorbing nails, energy-absorbing bearings mounted on the outside of the
10 back shaft. When the motor vehicle is collided, the above-mentioned components and other small fittings deform, absorb and transform most kinetic energy of the seat. So the key components, such as rails, a moveable bracket, bearings for shafts, bearings in the rails and so on can be protected.

2. Conventional bearings are adopted in the prior art, and outer rings and inner rings for such bearings are easy to break. However, novel compression resistant, special small roller bearings
15 invented by the inventor are adopted in the present invention, in which not only the materials of the inner and outer rings are different from those of the conventional ones, but also the width thereof are different (the width of the roller bearings is wider than that of conventional ones when they have same outer diameters), and the length of the roller of the roller bearings is increased, and the width of the inner ring is larger than that of the outer one. As a result, during the normal running of the
20 motor vehicle, the bearings will not break. In addition, during the collision the bearings will not break.

3. In the prior art, the axial direction of the electromagnetic controller is vertical to the longitudinal direction of the motor vehicle. When the motor vehicle is collided in a high speed, the moveable sucker will subject to an increasing force of friction and be easy to be jammed. However,
25 in the present invention, the axial direction of the electromagnetic controller is same to the longitudinal direction of the motor vehicle. The relatively large inertia force that will bring breakage is changed into the drive force to turn on the switch. The drive force and the electromagnetic force that has the same direction ensures that the lock pin will be released by the metal block for controlling the lock pin to release the seat, when the motor vehicle is collided
30 severely. So it is observably that in the present invention, because the relatively large inertia force that will bring breakage is changed into the drive force to turn on the switch, within the limit range of the speed of the motor vehicle, the higher the speed is during the collision, the easier the locked seat is to be changed to a moveable seat. But the prior art is contrary.

4. In the prior art, the rails are easy to be impaired by the contamination of dust, oil stain and
35 rust. However, in the present invention, because energy-absorbing components are further provided, and because the distance L between the height of the two rails and the outer diameter of outer

bearing rings of the inner bearings for the shafts moving in the rails is larger than the normalized value that is required by normal mechanical movement, in which the maximum value of the distance L is about 10mm (further because of the effects of the energy-absorbing components, the seat will not jump up and down), the seat rails according to the present invention will not be
5 impaired by the contamination of dust, oil stain and rust.

5. According to the present invention, the lock pin is controlled by using the inertia force and electromagnetic force, and the current required is considerably smaller than the prior art. When the speed of the motor vehicle is very high during the collision, strong current can not be supplied to the electromagnetic controller because the storage battery is broken or the capacitance of the storage
10 battery becomes small, the seat also can be release by mainly using inertia according to the present invention. However, this can not be achieved by the prior art.

6. In the prior art, the moveable sucker is directly used as the lock pin. It has been proved by test, the electromagnetic controller has a force only around 11 N, when the distance between the fixed sucker and the moveable sucker is 10mm (because the safety can not be guaranteed until the
15 journey of the lock pin is beyond 10mm). As a result, the seat can not be released when the motor vehicle is collided in a high speed (the moveable sucker will subject to an increasing force of friction). However according to the present invention, a cylinder is used as the lock pin and the elastic force of the spring is used for draw off the lock pin. Its advantages are as followings: the elastic force of the spring is only dependent on the material, wire size and heat treatment of the
20 spring, so the elastic force is easy to be enhanced. When the volume factors are considered, the elastic force of the spring can be designed up to 1200 N. However, the elastic force of 160 N is enough in the practice. Within the limit range of the speed of the motor vehicle, the elastic force of 160 N designed according to the present invention will be able to draw off the lock pin and release the seat.

7. In the prior art, the seat is released by electromagnetic force. However according to the present invention, the longitudinal direction of the metal block for controlling the lock pin is same to the longitudinal direction of the motor vehicle, and when being mounted, the manually operated control hammer is provided on the front end of the metal block along the longitudinal direction (the
25 direction of the head of the motor vehicle), and the notch for the movement of the small end of the lock pin is provided on the back end of the metal block. After the weight of the metal block and weight of the manually operated control hammer are increased, when the motor vehicle is collided and the safety of the driver and/or passenger on the front seats is effected, even though there is no electromagnetic controller, the seat also can be released by the inertia of the metal block and of the manually operated control hammer. However, this can not be achieved by the prior art.
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8. According to the present invention, an additional manually operated control hammer for emergency is designed.
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Brief Description of the Drawings

Figure 1 is a front view and electrical schematic diagram of a first embodiment of an anti-crash safe seat in a motor vehicle according to the present invention, in which a backrest, a cushion and a device that regulates a comfortable driving distance between a driver and a steering wheel and a distance between a driver and a instrument panel in a normal state are removed, and all of the following figures are the figures in which all the above-mentioned parts are removed.

Figure 2 is a cross-section along the line y-y of Figure 1.

Figure 3 is a top view of the first embodiment of the seat, in which the seat is in a partly opened condition.

Figure 4 is a view of a movable bracket of the first embodiment of the seat, in which a seat control system, a front shaft and a back shaft are removed.

Figure 5 is a cross-section of a metal sleeve for positioning a lock pin along the central axis.

Figure 6 is a view of a fixed frame of the first embodiment of the seat, on both sides of which energy-absorbing racks are removed.

Figure 7 is a front view of the control system of the first embodiment of the seat, whose housing are removed.

Figure 8 is a top view of the control system of the first embodiment of the seat, whose housing are removed.

Figure 9 is a sectional view of a lock pin of the first embodiment of the seat along a central axis, in which the lock pin is used to lock the seat.

Figure 10 is a sectional view of an energy-absorbing bearing, a bearing shaft and a bearing support on an upper energy-absorbing plate of the fixed frame in the energy-absorbing system of the first embodiment of the seat along the central axis.

Figure 11 is a view of the front shaft of the first embodiment of the seat, in which the front shaft is assembled with fittings.

Figure 12 is a sectional view of the front shaft of the first embodiment of the seat along the central axis, in which the front shaft is assembled with fittings (the structure of a middle shaft is the same to that of the front shaft).

Figure 13 is a sectional view of the back shaft of the first embodiment of the seat along the central axis, in which the front shaft is assembled with fittings.

Figure 14 is a front view of a second embodiment of the seat.

Figure 15 is a view of a third embodiment of the seat with a closing plate removed from a back end of the fixed frame, seen from the back of the seat.

Figure 16 is a view of the third embodiment of the seat, seen from the front of the seat.

Figure 17 is a top view of the third embodiment of the seat, in which the seat is off a normal

place.

Figure 18 is a back view of a fourth embodiment of the seat, in which the housing of the seat control system is removed.

Figure 19 is a front view of a fourth embodiment of the seat, in which the housing of the seat control system is removed.

Detailed Description of the Preferred Embodiments

The present invention will be described in more details with embodiments by referring to the accompanying drawings.

10 The first embodiment

In the Figure 1 and all the other Figures, an backrest, a cushion and a device that regulates a comfortable driving (or comfortable riding) distance between a seat and a steering wheel and a distance between a driver and a instrument panel in a normal state are removed from an anti-crash safe seat in a motor vehicle in order to be seen more clearly. A anti-crash seat, shown in the Figure 1-3, comprises a movable bracket B, a fixed frame G and a seat control system C which is provided on one outside of the movable bracket B, in which a backrest and so on (not shown) are mounted above the movable bracket B. The movable bracket B having a substantially C-shaped cross-section is supported movably on the fixed frame G. Shown as Figures 2 and 6, the fixed frame G on its back part has two parallel upper rail portions 4, 4' and two parallel lower rail portions 15, 15', so as to form two parallel rails G', G'' (Figure 1). The fixed frame G on its front part has a front metal energy-absorbing stop plate A and a front energy-absorbing buffer band B' and energy-absorbing bearings H, H'. The energy-absorbing bearings H, H' are fixed on the front portion of the energy-absorbing plate 5 of the fixed frame G. In addition, the fixed frame G on its bottom part comprises a front fixed plate 16 and a back fixed plate 1, a iron plate 14 for limiting the distance that the seat can displace backwards and for reinforcing the fixed frame, as well as a pin hole 20 with a filleted rectangular cross-section for locking the seat and back energy-absorbing racks 2 and 2' provided on both sides. The fixed frame G is screwed tightly on the floor of a cab of a motor vehicle via screws passing through the fixed plate. Energy-absorbing nails 9, 9' contacting with the outer energy-absorbing bearings 3, 3' of the back shaft and nuts 7,8, for regulating the distance between the energy-absorbing nails and the energy-absorbing bearings of the back shaft, are provided on the back energy-absorbing racks 2 and 2'.

As shown in Figures 1-9, screw holes C', C'' for fixing the control system of the seat, a metal sleeve 17 for positioning the lock pin, a round hole 18 being passed through by the front shaft D, a round hole 18' being passed through by the middle shaft and a round hole 19 being passed through by the back shaft E are provided on one side of the moveable bracket B which has a C-shaped cross-section. A step U for fixing the sleeve is provided on one end of the outside of metal

sleeve 17 for positioning the lock pin, and the length of the step U is smaller than the thickness of the moveable bracket B. The step U is inserted into the one front side of the moveable bracket and is fixed thereto. The length of the portion n of the metal sleeve that has a small diameter is larger than the thickness of the side of the moveable bracket B. The diameter of the portion n is slightly larger than that of the big end of the lock pin 27, while it is smaller than that of the reset spring 28 sheathing on the lock pin. The length of the portion p of the metal sleeve that has a big diameter is smaller than that of the portion n having a small diameter. The diameter of the portion p of the metal sleeve that has a big diameter is larger than the outer diameter of the reset spring 28 sheathing on the lock pin. The reset spring for the lock pin is provided in the portion p of the metal sleeve that has a big diameter and abut against the step wall V locating the intersection of the portions p,n. Pin openings J and J' are provided in the top side of the moveable bracket B for reducing the weight. Normally, the front shaft D, the middle shaft M and the back shaft E pass through the round holes 18, 18' and 19 in the moveable bracket B and are mounted in the two rails G' and G'' paralleling each other in the fixed frame G by the bearings provided on the shafts. The distance L between the height of the two rails and the outer diameter of outer bearing rings of the inner bearings of the front, middle and back shaft provided in the rails is larger than the normalized value that is required by normal mechanical movement. The value of the distance L is 10mm.

Figure 10 shows a structure of the energy-absorbing bearing H provided on the energy-absorbing plate 5, comprising an inner energy-absorbing bearing ring 31, the bearing outer ring 32, a bearing roller 33, a bearing roller sealing ring 34, energy-absorbing bearing support 35 and bearing shaft 36. The inner bearings I, I' on the front shaft, the inner bearings on the middle shaft and the inner bearings 11, 11'' on the back shaft have the same structures to the energy-absorbing bearing H. The materials of the inner and outer rings of energy-absorbing bearings according to the present invention is different from those of the prior art, and the width of the rings are widen. The inner rings is bigger than the outer ones, and the length of the rollers are lengthen. As shown in Figure 11-12, the front shaft D on its both sides has two energy-absorbing bearings I, I' provided in the rails and contacting with the top portion of the rails. The two bearings comprises the inner bearing outer ring 39 of the front shaft, the inner bearing roller 40 of the front shaft, the inner bearing inner ring 40 of the front shaft, the sealing ring 42 of the inner bearing roller of the front shaft and the washer 38, 43 on the front shaft. Between the two bearings has outer screw pipe 45 and inner screw pipe 44 engaging with each other for regulating the front width of the movable bracket. The inner bearings of the front shaft on their outsides are fixed on the front shaft D by nut 37, 37'. As shown in Figure 13, two inner bearings 11, 11'' of the back shaft are provided on the back shaft E. The two inner bearings 11, 11'' engage with the lower rail portions in the rails. The back shaft E on its both ends has outer energy-absorbing bearings 3, 3' provided on the outsides of the moveable bracket B respectively. The structure of the outer energy-absorbing bearings of the

back shaft comprise outer energy-absorbing bearing rollers 48, sealing rings 49 of the outer energy-absorbing bearings and the inner rings 51 of the outer energy-absorbing bearings. The structure of the inner bearings of the back shaft comprise outer rings 52 of the inner bearings of the back shaft, bearing rollers 53 of the back bearings, sealing rings 54 of the inner bearings of the back shaft and the inner rings 55 of the inner bearings of the back shaft. In addition, back shaft washer 47, 56 are provided on the back shaft. The diameters of the outer energy-absorbing bearings are larger than those of the inner bearings of the back shaft, in which the outer energy-absorbing bearings and the inner bearings are on the same back shaft. In a similar way, an outer screw pipe 13 and an inner screw pipe 12 engaging with each other are also provided between the inner energy-absorbing bearings for regulating the back width of the movable bracket. The movable bracket B is supported on the fixed frame G by the back shaft E between the upper portion of the rails and the lower portion of the rails as well as the energy-absorbing bearings H, H'. The outer energy-absorbing bearings on their outsides are fixed on the back shaft E by nut 46, 46'. The movable bracket B is supported on the fixed frame G by the inner bearings 11, 11' of the back shaft E provided on the lower portion of the rails as well as the energy-absorbing bearings H, H'. The middle shaft M according to the present invention has the same structure and mounted position as those of the front shaft, so detail description thereof is omitted herein. For the above-mentioned energy-absorbing bearings and inner bearings, except that the outer energy-absorbing bearings of the back shaft can be big bearings, all the rest are compression resistant, special small roller bearings whose inner ring is wider than outer one, in which not only the materials of the inner and outer rings are different from those of the conventional ones, but also the width of the roller bearings are the 1.5 times of those of the conventional ones and the length of the roller of the roller bearings are the 1.5 times of those of the conventional ones, when they have the same outer diameters.

A seat control system C is provided on the front part of the energy-absorbing seat and one outside of the movable bracket B. As shown in Figures 1, 3 and 7-9, the seat control system C comprises: a control circuit including a fuse R, an automatic contactor K, a manually operated switch S and a motor battery W, an electromagnetic controller 21 whose axial orientation is same to the longitudinal direction of the motor vehicle, a manually operated control hammer A', a pin lock 27 for locking the seat and a metal block 23 for controlling the lock pin. One end of the electromagnetic controller 21 is connected to the manually operated control hammer A', and the other end is connected to the metal block 23, so as to expose the movable sucker 22 whose coil portion is sheathed by a reset spring 22'. The reset spring prevents the movable sucker from retracting into the coil when the motor vehicle runs in a normal condition. Bearings 24, 24' and 25 are provided on the metal block 23. One end of the metal block 23 is connected to the movable sucker 22 along the longitudinal direction, and the other end is provided with a notch 26 for receiving one end of the lock pin 27 when the lock pin is released. The lock pin 27 extends to the

fixed frame G perpendicularly to the longitudinal direction of the motor vehicle. As shown in Figure 8, in the locking condition, one small end 30' of the lock pin 27 is pressed by the bearing 25 on the metal block 23, and the other big end of the lock pin 27 is sheathed by the a reset spring 28. A flange 29 for pressing the reset spring is provided on the location adjacent to the small end of the lock pin, and a step portion whose one top tip is reduced is provided on the other big end. As shown in Figure 9, a round hole 30 is provided in the center of the big end of the lock pin for reducing the weight. In the locking condition, one side (on which there is no bearings) of the metal block 23 is abutted against the small end 30' of the lock pin 27 under the effects of the bearings 25 on the opposite side and the housing wall of the seat control system C to press the step portion 27' with reduced tip of the big end of the lock pin into the pin hole 20 of the fixed frame G.

In the normal condition, after the big end of the lock pin 27 is inserted into the pin hole 20 of the fixed frame G from the metal sleeve 17 of the movable bracket B, the small end of the lock pin 27 is sustained against by the bearing 25 on one side of the metal block 23 of the control system C, the metal block 23 is integrally connected to the manually operated control hammer A' and movable sucker 22, to lock the fixed frame and the movable bracket, so that the seat can not move along the longitudinal direction. At this time, a front surface of the movable bracket contacts with the buffer band B', and a lower surface is supported by the energy-absorbing bearings H, H' on the energy-absorbing plate 5 of the fixed frame. The front shaft D contacts with the upper rail portions 4, 4'. The lock pin 27 contacts with a back wall L of the pin hole 20. The bearings of the middle shaft M are provided in the rails G, G'. The inner bearings 11, 11' of the back shaft are supported by the lower rail portions 15, 15'. The outside energy-absorbing bearings 3, 3'' of the back shaft are pressed by the energy-absorbing nails 9, 9'. In this way, the seat according to present invention mounted on the movable bracket B is stop from moving forwards by the buffer band B' behind the stop plate A, and is stop from moving backward by the lock pin 27 contacting with a back wall L of the pin hole 20, and is stop from moving upwards owing to the fact that the bearings I, I' of the front shaft mounted on the front part of the movable bracket B is held by the upper rail portion 4, 4' positioned in the front and the outside energy-absorbing bearings 3, 3'' of the back shaft are pressed by the energy-absorbing nails 9, 9' positioned in the back, and is stop from moving backwards owing to the fact that the inner energy-absorbing bearings 11, 11' of the back shaft are supported by the energy-absorbing bearings H, H' on the front part of the movable bracket B and the lower rail portions 15, 15' in the back part of the movable bracket B. In such a way, the stability of the seat can be guaranteed.

When the motor vehicle is collided and a certain strength is arrived, the automatic contactor mounted on the front end of the motor vehicle is actuated, the electromagnetic controller 21 of the seat control system is turned on, and the movable sucker 22 is attracted by the coil magnetic field. In addition, the direction of the inertia movement of the movable sucker, the manually operated

control hammer A', the moveable sucker 22 and the metal block 23 are same to the axial direction of the electromagnetic controller and same to that of the movement of the motor vehicle before the collision. As a result of the above-mentioned, the metal block 23 moves along the axial direction of the coil together with the movable sucker 22. Simultaneously, the movable bracket B with the lock pin 27 passing through the metal sleeve 17 should move forwards slightly, that is, the lock pin 27 is leave away from the back wall L of the pin hole 20 in the fixed frame. The lock pin does not contact with the pin hole 20 any longer since any of the edge of the pin hole 20 having a substantially square shape is longer than the diameter of the lock pin. The inertia force of the seat cannot be applied on the lock pin 27, while it is applied on the metal stop plate A on the fixed frame G by the buffer band B'. When the metal block 23 moves to make the notch 26 align with the small end 30' of the lock pin, the small end 30' of the lock pin 27 moves out from the notch 26 outwards quickly under the force of the spring 28. After moving to a certain distance, the lock pin stops move since the flange 29 is stop by the notch 26 (because the diameter of the flange is larger than the width of the notch). At this time, the lock pin 27 is moved out from the pin hole 20 of the fixed frame, so that the movable bracket can move backwards relative to the fixed frame. As a result, the seat on the movable bracket can be released. In a similar way, when the motor vehicle is collided, owing to the inertia, a pressure from the movable bracket B through the buffer band B' is applied on the metal stop plate A positioned on the front end of the fixed frame G for absorbing energy. At this time, the metal stop plate A is deformed and turns a part of the kinetic energy of the seat into the elastic potential energy of the stop plate.

When the motor vehicle runs in the normal condition, the bearings I, I' of the front shaft D contact with the upper rail portions 4, 4', and the energy-absorbing nails 9, 9' that are fixed on the cover plate F, F' (the cover plate F' not shown) of the energy-absorbing rack respectively by the nuts 7, 8, 7', 8' (nuts 7', 8' not shown) contact with the outside energy-absorbing bearings 3, 3' of the back shaft. When the motor vehicle is collided, owing to the effects of the backrest and so on, the front part of the movable bracket B is subjected to a strong force inclined downwards. However, due to the fact that the energy-absorbing bearings H, H' mounted on the energy-absorbing plate 5 of the fixed frame contact with the lower surface of the front part of the movable bracket B directly, the strong force inclined downwards from the front part of the movable bracket is applied on the energy-absorbing bearings H, H' directly. Because the strength of the movable bracket is considerably larger than the energy-absorbing plate 5 provided with the energy-absorbing bearings H, H', the energy-absorbing plate 5 and so on occur a certain deformation and absorb a part of the kinetic energy of the seat. At this time, the bearings I, I' of the front shaft are away from the upper rail portions 4, 4' and press on the lower rail portions 15, 15'.

In a similar way, when the motor vehicle is collided, owing to the effects of the backrest and so on, the back part of the movable bracket B is subjected to a force inclined upwards. At this time,

although the energy-absorbing bearings 3, 3' of the back shaft intend to move obliquely upwards, because the energy-absorbing bearings are pressed by the energy-absorbing nails 9, 9' and the hardness of the back shaft E (made of the high-carbon steel and heat treated) of the seat is considerably stronger than those of the energy-absorbing racks 2, 2', the energy-absorbing racks 2, 2' and so on also occur a certain deformation and absorb a part of the kinetic energy of the seat. During the above-mentioned process, the energy-absorbing bearings 11, 11' of the back shaft which was under the load initially is away from the lower rail portions 15, 15 slightly, so the bearing is free of the force. It is obvious that during the collision the bearings I, I' of the front shaft, the bearings on the middle shaft and the inner bearings 11, 11' of the back shaft which in necessary to move after the collision are protected by taking use of the energy-absorbing device on the fixed frame. In addition, according to the surveys, it has been found that during the collision of the motor vehicle, the devices, such as the rails that is provided above the moveable bracket B and regulates a comfortable driving (or comfortable riding) distance between a driver and a steering wheel and a distance between a driver and a instrument panel in a normal state and the means for regulating the leaning of the backrest and so on occurs a certain permanent deformation and loses the function of regulation. They also absorb some kinetic energy of the seat.

During the collision of the motor vehicle, one part of the kinetic energy is absorbed and one part of the kinetic energy is transformed into the elastic potential energy. At the same time, owing to the change of the speed of the motor vehicle being collided becomes smaller and smaller, the inertia force of the seat becomes smaller and smaller too. The pressure that is applied on the metal stop plate A by the moveable bracket B through buffer band B' also becomes smaller gradually. However, the elastic force of the metal stop plate A is not like this. When the pressure that is applied on the metal stop plate A by the moveable bracket B through buffer band B' is smaller than the elastic force of the metal stop plate A, the moveable bracket B, the cushion and the backrest of the seat and so on begin to move backwards under the effect of the elastic force of the metal stop plate A. We can know from the law of conservation of energy: the elastic potential energy of the metal stop plate A on the front part of the fixed frame is transformed into the kinetic energy of the seat, so the seat only can move backwards as a certain speed (because the stop plate A is fixed). In a similar way, when the motor vehicle is collided, a driver and/or a passenger move forwards as a certain speed and stop when moving to a certain distance due to the effect of the safety belt. At this time, the safety belt, the portion where the driver and/or the passenger contacts with the safety belt, the fixed point of the safety belt and so on, also occur a certain permanent deformation and absorb a part of the kinetic energy of the driver and/or the passenger. However, a considerable part of the kinetic energy of the driver and/or the passenger is transformed into the elastic potential energy of the safety belt, the fixed point of the safety belt, and so on. In a similar way, with the inertia force reducing gradually, a pressure that is applied on the safety belt by the driver and/or the passenger

becomes small gradually. When the pressure is smaller than the elastic force of the safety belt, the driver and/or the passenger begins to move backwards under the effect of the elastic force of the safety belt. We can know from the law of conservation of energy: the elastic potential energy of the safety belt is transformed into the kinetic energy of the driver and/or the passenger. At this time, the driver and/or the passenger only can move backwards as a certain speed (because the safety belt is fixed). Finally, the driver and/or the passenger still sit on the seat.

It should be noted that, as long as the deformation of the motor vehicle during the collision still happens and the energy is absorbed, the inertia force of the driver and/or the passenger and the seat will not be zero. However, the pressures that are applied on the safety belt and the metal stop plate by the driver and/or the passenger and the seat respectively reduce to smaller than the elastic forces of the safety belt and the metal stop plate, the driver and/or the passenger and the seat begins to move backwards. Until now, the steering wheel and so on turn over to crush on the driver and/or the passenger and the seat. The reasons are as follows: firstly, the kinetic energy of the motor vehicle during the collision is transformed into the energy (destroying energy) for destroying the front bumper of the motor vehicle and so on, and then, the kinetic energy develops further along the longitudinal direction; while there is a distance between the steering wheel as well as the instrument panel and the front bumper, and also there is a distance between the driver and/or the passenger and the steering wheel as well as the instrument panel, so the time for the driver and/or the passenger and the seat to move backwards will not be retarded owing to these distances. As a result, the protect effect of anti-crash can be achieved. In addition, it has been proved by real collision tests, according to the present invention, before the driver and/or the passenger and the seat begin to move backwards, the lock pin 27 is bounced out from the pin hole 20 by the force of the spring 28 and will not be retarded. Moreover, according to the present invention, the step portion whose one top tip is reduced is provided on the big end of the lock pin that is inserted into the pin hole 20, so the big end of the lock pin will not be jammed in the holes 20 and 17 because of deformation. As a result, the spring 28 is ensured to bounce out the lock pin 27 reliably.

When the seat moves backwards, and when the inner bearings 11, 11' of the back shaft is away from the lower rail portions 15, 15', due to the fact that the outer diameter of the outside energy-absorbing bearings 3, 3' of the back shaft is larger than that of the inner bearings 11, 11', the outside energy-absorbing bearings 3, 3' of the back shaft become to be the bearings sustaining the load for the back shaft. These two outside energy-absorbing bearings with large outer diameter that can bear high pressure can move backwards on the floor of the cab of the motor vehicle, so the purpose of anti-crash can be arrived.

When the back shaft E is leave away from the rails and moves backwards on the floor of the cab of the motor vehicle, the front shaft D and the middle shaft M move in the rails and plays the role of holding the movable bracket and seat in the fixed frame. As a result, the stability of the seat

can be ensured in case of the motor vehicle being turned over (the function of protecting the seat from rebounding to and fro is belonging to the prior art, so the detail description is omitted).

The second embodiment

As shown in Figure 14, the fundamental structure of the second embodiment according to the present invention is similar to that of the first embodiment, so the same description is not repeated. Followings are the difference between the two embodiments: a closing plate 59 is provided on the back part of the fixed frame in the second embodiment to prevent the back shaft from being away from the fixed frame. So there is no middle shaft in the second embodiment. In addition, due to the fact that the energy-absorbing bearings 57, 58 (not shown) on the outside of the back shaft only has a function of energy-absorbing and the inner bearings 11, 11' is necessary to move backwards during the accident, the outer diameter of the energy-absorbing bearings 57, 58 is not necessary to be larger than those of the inner bearings 11, 11'.

The third embodiment

As shown in Figures 15-17, the fundamental structure of the third embodiment according to the present invention is similar to that of the first embodiment, so the same description is not repeated. Followings are the difference between the two embodiments: a closing plate 59' is provided on the back part of the fixed frame in the third embodiment to prevent the back shaft from being away from the fixed frame. So there is no middle shaft in the third embodiment. In addition, an energy-absorbing plate 66 positioned on the top surface of the movable bracket is provided on the back end of the movable bracket. The energy-absorbing plate 66 is connected to the back energy-absorbing racks 60, 60' on both sides of the fixed frame by energy-absorbing nails 62, 62' on both sides of the movable bracket. The hardness of the movable bracket B is considerably stronger than that of the energy-absorbing plate 66. When the motor vehicle is collided, a force inclined upwards of the back part of the movable bracket is absorbed by the deformation (bent downwards slightly) of the energy-absorbing plate, the energy-absorbing nails and the energy-absorbing rack. In a similar way, a part of the kinetic energy of the seat is absorbed also to separate the energy-absorbing nails 62, 62' from the cover plate 61, 61' of the back energy-absorbing rack 60, 60' respectively, so the outside energy-absorbing bearings 3, 3' of the back shaft in the first embodiment is not necessary. In this way, the main components are protected, including the bearings I, I' of the front shaft, the bearings 11, 11' of the back shaft, the movable bracket B, rails G', G'', the front shaft D and the back shaft E. So the risk that the driver and/or the passenger(s) are crushed can be avoided or reduced and the aim for rescuing the injured can be achieved.

The fourth embodiment

As shown in Figures 18 and 19, the fundamental structure of the fourth embodiment according to the present invention is similar to that of the first embodiment, so the same description is not repeated. Followings are the difference between the two embodiments: the electromagnetic controller 21 is omitted from the seat control system C of the fourth embodiment; the weights of the metal block for controlling the lock pin and the manually operated control hammer are increased suitably; a spring 70 is provided additionally for resetting the metal block 68 with an increased weight to its original position; a handle of the manually operated control hammer after being sheathed the spring 70 is directly connected to one end of the metal block 68 for controlling the lock pin move along the longitudinal direction; the other end of the metal block 68 has a notch 71 for the movement of the small end 30' of the lock pin along the longitudinal direction; and when being mounted, the longitudinal direction of the metal block 68 with an increased weight that is integrally connected to the manually operated control hammer 69 is same to the longitudinal direction (the direction of the head of the motor vehicle) of the motor vehicle and the end of the metal block 68 that has a notch 71 for the movement of the small end 30' of the lock pin is directed to the back end of the motor vehicle. When the motor vehicle is collided and the safety of the driver and/or passenger on the front seats is effected, even though there is no electromagnetic force, the lock pin 27 also can be moved out from the pin hole 20 in the side of the fixed frame G by the inertia of the metal block 68 with increased weight and of the manually operated control hammer 69, so that the seat is released. (This is adapted to a car running in a high speed.) The process that the lock pin 27 is moved out from the pin hole 20 in the side of the fixed frame G and the principle of taking use of the inertia are the same to the first embodiment. The aims for avoiding or reducing the driver and/or passenger from being crushed and for rescuing the injured conveniently are also achieved.

Those skilled in the art should understand clearly that all kinds of variations and modification can be applied in the present invention without departing from the scope and spirit of the present invention. For example, the special shapes of various elements of the above-mentioned embodiments can be regulated to adapt to particular applications. All the regulations and changes within the range of the claims and equivalents thereof are included in the present invention.